26 April 1955

A staff study was prepared by the Office of Logistics in terch, 1905, which presented the need for the establishment of minimum standards for the allocation, maintenance, operation and utilisation of Ages sy vehicles. A proposed regulation was attached to this study and forwarded to the DD/A with the recommendation that the regulation be coordinated and published. The regulation was sent out for formal coordination to all Agency components and the comments were so memorous that it was necessary to rewrite the regulation and recoordinate it many times. Daring this coordination period many conferences were conducted with DD/P components in an attempt to resolve the comments submitted. These regulations were finally published

25X1A

As early as Forch, 1954, it was recognized that the establishment of tables of vehicular allowances for stations and missions was an extremely difficult and sensitive problem as there was no uniform "measuring stick" to apply in an effort to determine the realistic vehicular table of allowances for the various Agency installations.

on 25 March 1954, Chief, Admin/BD/P, directed a memorandum to all area divisions instructing them to prepare a dispatch to their field stations requiring the field stations to establish TVA's. This memorandum included the criteria for establishment which DD/P-ADMIN felt applicable at that time. Dispatches were sent to the field by all area mivisions in compliance with the DD/P-Admin memorandum. In accordance with

Recomment Ro. 28

(Said: Alphala : Mara-

instructions, most field stations prepared proposed TVA's axi forwarded them to headquarters. An informal review of a few of these TVA's by the office of Logistics revealed that justification for vehicles was not complete nor did the proposed TVA's completely comply with the criteria contained in the dispatches directing the preparation of TV. Ta. 25X1A9a

This was discussed with Pr. The of DD/P-Admin.

pointed out that the dispatches which went to the field indicated that the criteria contained therein was suggested as guidance in determining transportation requirements and therefore the field had not been required to comply with the criteria completely.

of logistics to give priority to the preparation of a regulation of TVA's. This was done and after extensive formal coordination, the TVA regulations were published on 5 April 1955 (Headquarters regulation). and 6 April 1955 In almost all cases, the information submitted in the proposed TVA's which were prepared by We field as a result of the April, 1954 directive do not comply with nor contain information required by the recently published Regulations.

25X1A

The need for giving field stations essistance in preparing tables of vehicular allowances and vehicle problems in general was printed up by many reports of field trips unde by Agency personnel; as an example, two such reports were as follows:

The Inspection and Review Staff, DD/P, conducted a field trip enrig in 1954. The stations visited were --

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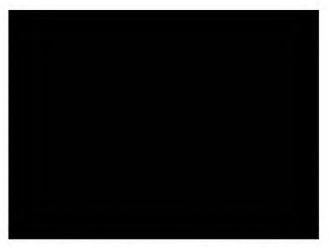
25X1A



25X1A6a

on 29 April 1936, is a memorandum to the DD/P, the Chief, Inspection and Review Staff indicated that in practically every station whites that the vehicle atrempts could be reduced immediately by 50% virbout affecting operations miversely.

On 19 Hovember 1954, in a memorandum to the Director of Gentric 25X1A9a
Intelligence, Hr. Gerrison, Director of Logistics and
Chief, Technical Review & Policy Staff, Logistics Office, rade & report
of their field trip to —



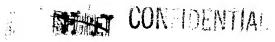
25X1A6a

This report indicated in almost all cases an excessive member of vehicles in the field stations visited and, in general, discrepancies in the Policie vehicle program as a whole.

The Inspector deneral recently conducted a survey of the Pilos of Logistics and made a report of findings and recommendations to the Director, Central Intelligence, on 22 January 1955. The Inspector denseral is report contained a recommendation that a Transportation Officer be sent in

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on 2 May 1900.



initial TVA with the Chief of Station and to obtain sufficient supporting data for intelligent review of the TVA at Headquarters. This recessories—tion of the Inspector General was concurred in by the Director of Logistics and the Deputy Director (Support). The DD/S directed that two Transportation Officers be sent to the field, one to the European area and one to the Far East area for the purpose of assisting field installations and preparing tables of vehicular allowances. In supplies with this directive, Fr. Chief, Transportation Division,

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25X1A9a

Deputy Chief, Transportation Division, is prepared to leave for 25X1A6a

25X1A6a

25X1A6a